



Envision the Future of the Moose-Wilson Corridor

Moose-Wilson Corridor Draft Visitor Capacity Determination

THE DRAFT PLAN/EIS PROPOSES A VISITOR CAPACITY FOR THE CORRIDOR TO PRESERVE RESOURCES AND VALUES.

The main goal of the planning effort is to preserve the resources and values of the corridor. By managing the number of people in the corridor at one time, park managers can ensure the resources are protected and that visitors have space to enjoy their drive, view wildlife, and park at key destinations. A visitor capacity system is already in use at the Laurance S. Rockefeller Preserve and is an important tool in protecting park resources and providing high quality visitor experiences.

Traffic Congestion is frustrating for visitors



Insufficient pullouts and parking cause resource damage



The visitor capacity system at the Laurance S. Rockefeller Preserve protects resources and the visitor experience





THE MOOSE-WILSON CORRIDOR CAN SUSTAIN CURRENT VISITOR USE LEVELS.

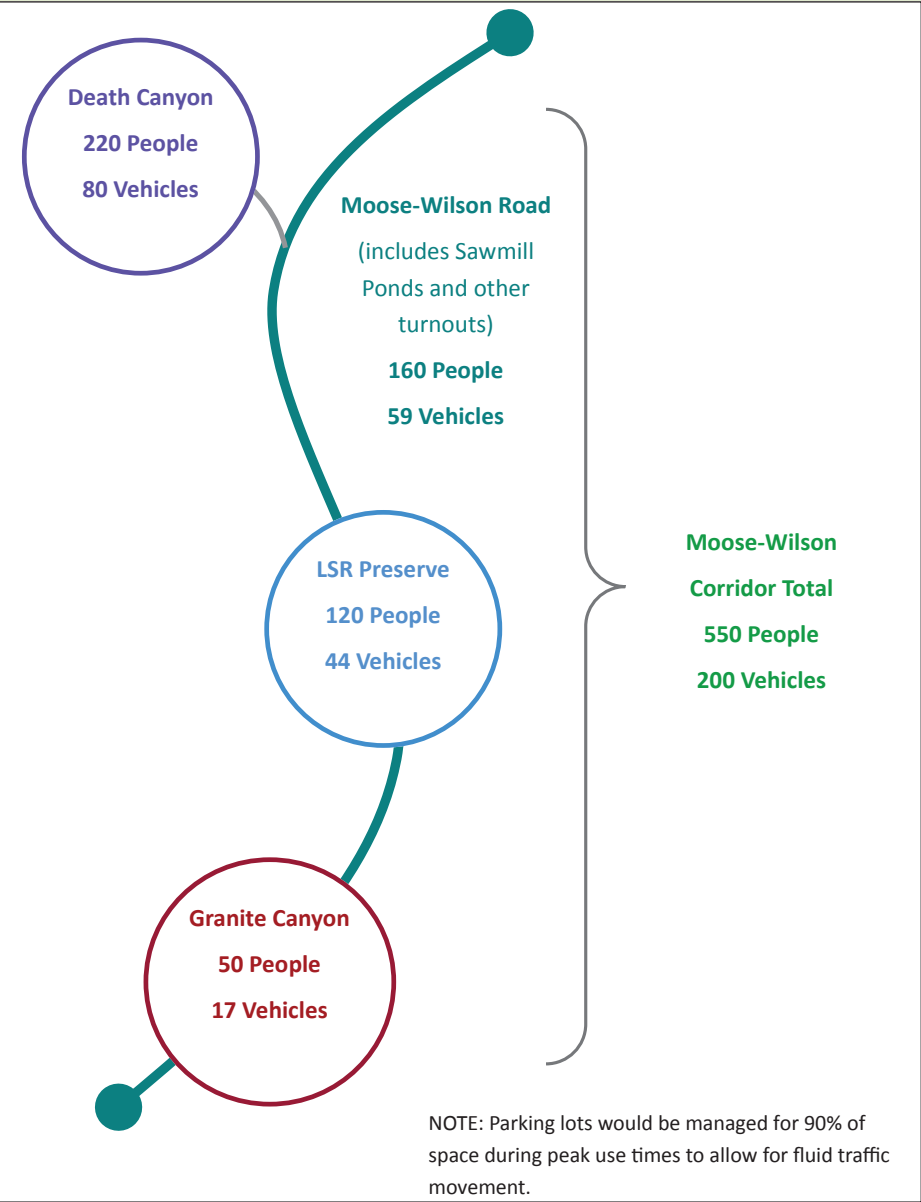
The planning team divided the corridor’s visitation into its four major areas: Death Canyon Trailhead, the Laurance S. Rockefeller Preserve, Granite Canyon Trailhead, and Moose-Wilson Road. The team then evaluated the desired resource and visitor experience conditions, current visitor use levels, and potential management strategies for each of these locations.

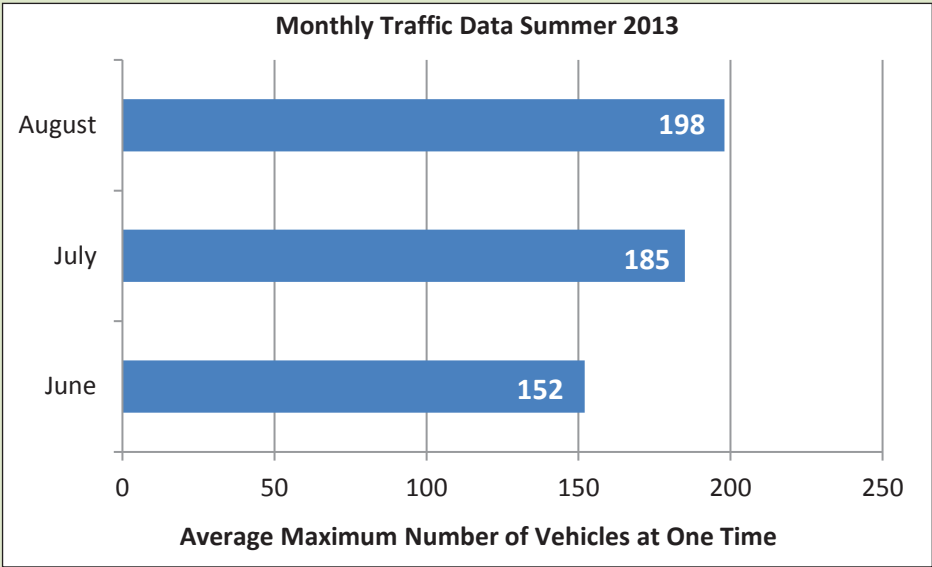
Based on this analysis, the current level of visitor use at these locations would continue to result in negative impacts on resource conditions and visitor experience. However, potential management strategies such as designated pullouts and improved parking areas, paving the unpaved road segment, and reducing the speed limit were identified to address these impacts and better accommodate current use. The planning team concluded that current use levels could be sustained while still achieving desired conditions if these strategies were implemented.

The capacities for all four locations were added together to inform an overall visitor capacity for the corridor of 550 people at one time. Since personal vehicles are the primary way visitors currently reach the corridor, people at one time was translated to vehicles at one time. When considering each vehicle has an average of 2.7 passengers, the visitor capacity translates to 200 vehicles at one time. The corresponding table and diagram illustrate the capacity determination.

Area of Analysis	People at One Time	People per Vehicle	Vehicles at One Time
Death Canyon	220	2.7	80
Laurance S. Rockefeller Preserve	120	2.7	44
Granite Canyon	50	2.7	17
Moose-Wilson Road	160	2.7	59
Moose-Wilson Corridor	550	2.7	200

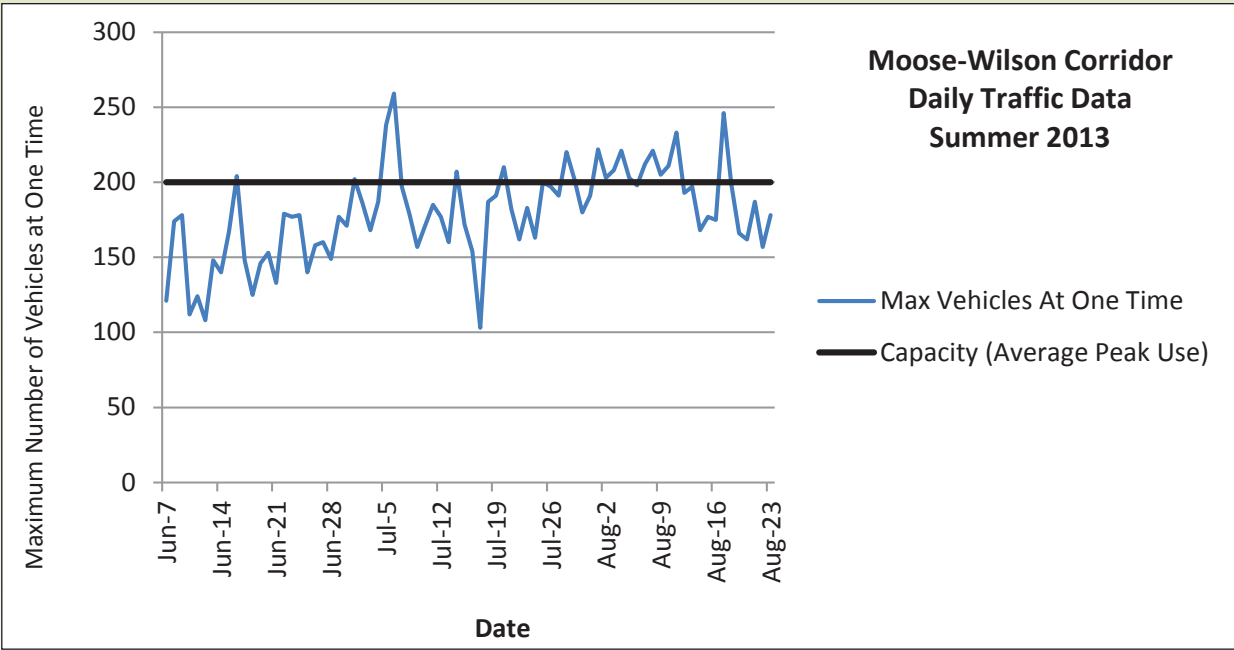
Numbers have been approximated.





**TRAFFIC VOLUME DATA CONFIRMS
200 VEHICLES AT ONE TIME IS CURRENT
USE LEVEL.**

Federal Highways Administration staff further analyzed the data collected by Utah State University in 2013 and 2014 to determine how many vehicles were in the corridor at one time. The results showed that average traffic volume in the corridor during the busiest times of the year was approximately 200 vehicles at one time. This confirmed that the proposed visitor capacity for the corridor would maintain visitation at current average levels seen during peak visitation.



Year	Number of days in a summer with a wait	Average wait time in minutes on a typical busy summer day**	Average wait time in minutes on the busiest day of the summer**
2013	20-25	5-6	9-10
2020*	35-40	7-8	10-11
2025*	50-60	8-9	11-12

**PROJECTED QUEUING WAITS WOULD BE SHORT
AND WOULD ONLY OCCUR DURING A FEW
WEEKS OF THE SUMMER.**

Federal Highways Administration staff also conducted analysis of potential wait times for queued vehicles (under Alternative C). The results showed that if this system was implemented under current conditions, a wait would occur on 20 to 25 days of the season. These short waits would only occur during the middle of the day, from roughly 11:00 a.m. to 4:00 p.m. The queuing lanes would be designed to accommodate all waiting vehicles within the park.

*Projections based on 1.3% annual visitation increases
**Average wait times based on time period when there would be a wait of any length



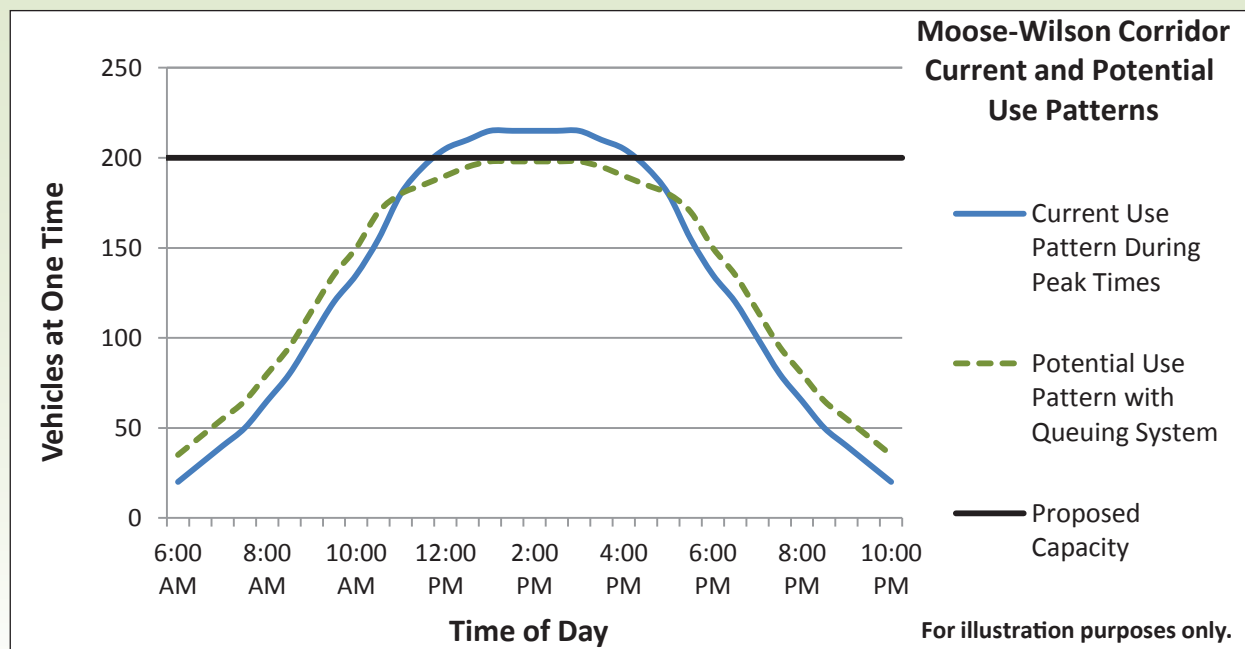
IMPLEMENTATION OF THE QUEUING SYSTEM MAY INFLUENCE VISITOR BEHAVIOR.

It is likely that visitor behavior will change as a result of implementation of the queuing system. While it is impossible to predict precisely how behavior may change in the future, there are a couple of probable outcomes:

1. Visitors may plan their visit either earlier or later in the day or during a less busy day to avoid the queuing system, thereby spreading visitation more evenly through the day, week, or season.
2. During peak times when the queuing system is in effect, visitors looking to make a quick commute may avoid the Moose-Wilson Road altogether and select an alternative route, thereby decreasing the number of vehicles waiting to enter the corridor and the associated wait times.

THE VISITOR CAPACITY COULD BE ADJUSTED AFTER IMPLEMENTATION.

The Draft Plan / EIS allows for adaptive management of the capacity. Through monitoring, if it is determined that observed conditions do not match desired conditions for the corridor, the National Park Service could adjust the capacity either up or down in order to meet the goals of the plan.



For more information please see Appendix A of the *Draft Plan/EIS*.
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